

Issues and Barriers for Marin's Transportation and Land Use Solutions (T-PLUS)

There are four major issue areas to address in the TOD/PeD toolkit. These issue areas each contain multiple barriers that can apply to more than one TOD/PeD principle. The toolkit should be oriented to overcoming the Issues/Barriers identified here and through further discussion with the Advisory Committee and others.

Issue Areas

1. Local and Countywide Policy and Institutional Issues
2. Funding and Fiscal Issues
3. Physical and Environmental Issues
4. Community Concerns Regarding Change

Issue Area 1: <i>Local and Countywide Policies and Institutions</i>	Identified Issues/Barriers <i>and Potential Options for Toolkit to Address Them</i>	Relevant Principles
<p>Some land use and transportation policies at the local and county level do not support TOD/PeD. Development regulations do not allow more intense, residential and mixed-use developments, and local traffic and transportation policies often have high parking standards and strict policies on existing levels of vehicular service additional traffic on local streets.</p> <p><i>The toolkit can address these issues by developing model land use and transportation standards to be implemented by local jurisdictions.</i></p>	<p>Local policies are not coordinated to create the network of places that is desired according to community goals</p>	<p>1,2,3,4,6</p>
	<p>Local and State Policies (with regard to traffic, engineering, and street design) that do not allow for the development of a multi-modal street network.</p>	<p>1</p>
	<p>Local development regulations that do not support intensification of development (including zoning, use restrictions, parking requirements, and density, height, FAR, setback regulations).</p>	<p>2,3,</p>
	<p><u>Developer Feedback: Broad discretion in project approvals processes and very conservative interpretation with respect to risks around CEQA add to uncertainty in permitting processes</u></p>	<p>1, 2, 3, 4</p>
	<p>Local policies regarding existing levels of service and proposed developments in already congested areas (often those with the best transit service)</p>	<p>2,3</p>
	<p><u>Developer Feedback: Each city has its own set of transportation issues and problems. Many have developed a list of needed transit/transportation improvements and those should be considered first</u></p>	<p>1, 2</p>

Issue Area 1: Local and Countywide Policies and Institutions	Identified Issues/Barriers and Potential Options for Toolkit to Address Them	Relevant Principles
	<i>Developer Feedback:</i> <u>Transit needs to be more focused on intra-Marin trips, which constitute lion share of all trips</u>	1, 2
	Extended approvals process for most projects can be cost prohibitive for developers	2,4,6
	<i>Developer Feedback:</i> <u>Lack of staffing capacity in planning agencies can slow particularly large projects, making them much more expensive</u>	2,4,6
	<i>Developer Feedback:</i> <u>Downtown height limits are too low at 36 – 42 ft. To fit the required parking and be feasible, projects need 4 stories.</u>	2, 3, 4, 5
	<i>Developer Feedback:</i> <u>Housing is needed at various income levels, not just affordable housing</u>	4
	<i>Developer Feedback</i> <u>If requirements are too onerous they become no growth policies:</u>	4, 6
	<i>Focus Group #1:</i> <u>Less and less businesses are locating in Marin because of the lacking availability of workforce housing</u>	4
	Conflicting goals of local and regional planning agencies	6
	Need for more collaborative planning processes that involve all interests at an early stage to make sure all issues are addressed	4,6
	Lack of adequate tools to evaluate innovative development projects that promote alternative mode use. The developer ends up being responsible for all of the potential impacts of a more traditional development PLUS the amenities that will encourage alternative mode use	6

Issue Area 1: <i>Local and Countywide Policies and Institutions</i>	Identified Issues/Barriers <i>and Potential Options for Toolkit to Address Them</i>	Relevant Principles
	Lack of adequate tools to measure the success of innovative development projects that promote alternative mode use, and lack of ability to enforce auto reductions if the project fails to meet targets	6
	<u>'Fair Share' issues may arise between municipalities if some perceive the distribution of funds as inequitable. Support for TPLUS Program could diminish if individual jurisdictions withdraw as a result of this perception (this is a comment received in writing from Elizabeth Eells)</u>	6
	<u>Focus Group #1: Follow through on existing policies during project approval process for workforce housing and other development projects is often difficult for commissions and councils given project-specific concerns that may be raised by the community.</u>	2, 3, 4
	<u>Focus Group #1: Developer approach to public involvement can be critical factor for success in project approval process. Efforts to hear neighborhood concerns from the beginning and then throughout the design and approvals process are very important.</u>	2, 3, 4

Issue Area 2: <i>Funding and Fiscal Issues</i>	Identified Issues/Barriers <i>and Potential Options for Toolkit to Address Them</i>	Relevant Principles
<p>Funding for transit infrastructure and operations and community planning efforts, as well as the financial implications of some development policies constrain the possibilities available to Marin County and local jurisdictions</p> <p><i>The toolkit can address these issues by developing an implementation strategy that details various approaches to project funding and methods to improve the ability of Marin projects</i></p>	Low level of funding available for infrastructure construction and maintenance, and transit operations	1,2,3,6
	Land and construction costs make financing of affordable workforce housing difficult	4
	Local agencies lack funds to conduct planning work	6
	Cost-effectiveness of transit in short-term for a long-term strategy	6

Issue Area 2: <i>Funding and Fiscal Issues</i>	Identified Issues/Barriers <i>and Potential Options for Toolkit to Address Them</i>	Relevant Principles
<i>and planning efforts to compete for limited regional, state, and federal funds.</i>	<i>Focus Group #1: <u>Specific Plans are rarely used in Marin County, so the benefits of coordinated planning and community involvement are often missed.</u></i>	5, 6

Issue Area 3: Physical and Environmental Issues	Identified Issues/Barriers and Potential Options for Toolkit to Address Them	Relevant Principles
<p>Much of Marin County is highly valued and protected open space, yet opportunities for infill and revitalization still exist in areas that are already developed. Perceptions of existing conditions are that they create constraints that cannot be overcome by new development.</p> <p><i>The toolkit can address these issues by presenting tradeoffs inherent in TOD/PeD and outlining a decision-making process based on facts and evaluation criteria that reflect community values</i></p>	Road rights-of-way and physical constraints to multi-modal streets	1,5
	Highway 101 creates a physical barrier which makes it difficult to achieve an interconnected transportation system, particularly for pedestrians and bicyclists	1
	Lack of an interconnected street network and lack of alternatives or parallel routes to Highway 101 which then requires even short local trips to be made by free-way.	1
	<u>Developer Feedback: Most remaining development opportunities in Marin are small infill sites, which are very difficult to develop both from a design and economic feasibility standpoint.</u>	2
	Perception that high demand for single-family detached housing inhibits development of multi-family housing	2,3,4
	Need to manage regional tourist traffic/access to open space effectively	6
	Perceptions of potential environmental impacts	5
	<u>Focus Group #1: Need for education about benefits of TOD: Congestion-reducing impact on local trips</u>	1, 2, 3, 6
	<u>Focus Group #1: Need for education about benefits of TOD: jobs-housing balance can be achieved by locating both housing and jobs near to transit.</u>	1, 2, 3, 6

Issue Area 4: Community Concerns Regarding Change	Identified Issues/Barriers and Potential Options for Toolkit to Address Them	Relevant Principles
<p>People react to proposed development and change at a very personal level. They have real concerns about traffic, economic, environmental, and other benefits and impacts. While TOD/PeD will bring change to Marin County, there are a variety of misunderstandings and misconceptions that are barriers to implementation</p> <p><i>The toolkit can address these issues by including an education aspect which can be broadened through implementation efforts</i></p>	<p>Negative community attitudes towards alternative transportation modes, especially high capacity transit such as rail improvements, given perceptions that transit is growth inducing and has significant environmental impacts</p> <p><i>Focus Group #1: validated the above</i></p>	<p>1</p>
	<p>Community concerns about personal safety of pedestrians, especially children walking to school alone (both a traffic safety and a personal safety concern)</p>	<p>1</p>
	<p>Community opposition to new development, redevelopment, and land use intensification or growth due to perceived extent of traffic and environmental impacts and perception that County is already “built-out”</p>	<p>2,3,4,5,6</p>
	<p>Concern that additional interconnected streets will result in “cut through” traffic as local streets become an alternative to the overcongested freeway.</p>	<p>1</p>
	<p><i>Developer Feedback: <u>Communities make no distinction between different types of units and the different amounts of traffic that they generate; education around this issue would be helpful</u></i></p>	<p>1, 2, 3, 4</p>
	<p><i>Developer Feedback: <u>TOD is defined too narrowly as being around stations, rather than along corridors, which is more appropriate for Marin.</u></i></p>	<p>1, 2, 3, 5</p>
	<p>Particular concern with “workforce housing” that there can be no guarantee that local workers will live there, and that housing will simply be more commuter housing that will increase traffic.</p>	<p>1, 5</p>
	<p>Concern that non-residential development in residential neighborhoods will draw traffic and parking problems from outside the neighborhood;</p>	<p>3</p>
	<p>Concern that densification is a primary and direct contributor to congestion</p>	<p>5</p>

Issue Area 4: Community Concerns Regarding Change	Identified Issues/Barriers and Potential Options for Toolkit to Address Them	Relevant Principles
	Lack of political will to advocate for and support housing projects, especially affordable housing	4,6
	Perception that affordable housing will negatively impact the neighborhood and property values <i>Focus Group #1: validated the above</i>	4
	Attitudes towards “responsibility” for meeting regional goals, such as jobs-housing balance, affordable workforce housing, etc.	6
	<i>Focus Group #1: <u>Senior Housing projects are often un-controversial, but may not result in the production of any affordable units</u></i>	4